



Related Recommendations

- Review of adequacy of pedestrian and bicycle facilities and transit-oriented development considerations to be a part of new station planning and activity centers;
- Further study along the VA 28 corridor to assess how transit ridership could best be realized;
- Identify preferred station location and form for a context-sensitive transportation hub at the terminal station in the Town of Haymarket; and
- Continue planning for long-term rail expansion (e.g., Metrorail, VRE) in the corridor. Considerations should be given to opportunities for multi-modal stations in the I-66 corridor.

More information about the I-66 Multimodal Studies can be found at:  
[www.virginiadot.org/projects/studynova-rt66.asp](http://www.virginiadot.org/projects/studynova-rt66.asp)

For further details and to view the final report please go to  
[www.drpt.virginia.gov/studies/default.aspx](http://www.drpt.virginia.gov/studies/default.aspx)



Example of a Commuter Bus



Example of a Priority Bus Station

About the Study

The purpose of the study was to evaluate short- and medium-term transit and transportation demand management (TDM) improvements along the I-66 corridor between Washington, D.C. and Haymarket, VA that increase mobility in the I-66 corridor and to be positioned to provide input into the restart of the Virginia Department of Transportation (VDOT) I-66 Multimodal Transportation Environmental Study. The study was mindful to offer approaches that could lay groundwork for rail extension in the long term.

The project was executed as a series of closely associated tasks covering a spectrum of activities from data collection through analysis to development of recommendations. A public information program was an important activity throughout the project. The TAC, made up of agency and operator stakeholders, carefully guided the work. Ultimately, a set of multimodal recommendations were developed that encompassed transit service, transit stations, pedestrian and bicycle facilities, TDM strategies, and park-and-ride lots. Cost and revenue projections for these recommended elements were developed in the final stage of the study.



I-66 Transit/Transportation Demand Management Study  
Fact Sheet #4

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Key Messages

Key messages from the I-66 Transit/TDM Study include:

- Today there is robust transit service in the I-66 corridor, including many local and express bus routes with good service frequencies, in addition to trains traveling downtown every six minutes during the peak period on the Metrorail Orange Line. Additionally, complementary transit services operate nearby on U.S. 29, U.S. 50 and on the VRE Manassas Line. However, high quality service is limited during off-peak periods and in the reverse peak direction.
- The projections for the location of households and employment in 2030 for the I-66 corridor indicate that some future land uses in the corridor will be less conducive to being served by transit. Unless corridor-wide transit-oriented development strategies are implemented, sprawl and congestion will continue to grow with an expected 22 percent increase in commuter trips originating in locations within the corridor and an expected 40 percent increase in commuter trips destined to the corridor (due to employment growth exceeding residential growth).
- The recommended Priority Bus<sup>1</sup> transit improvements will greatly increase service frequency to important destinations from within the corridor by 2030 and, thus, attract more people to live in the activity centers and ride transit, potentially reducing sprawl.
- The recommended Priority Bus transit improvements will also reduce the number of transfers required and create travel time savings to major markets in the I-66 corridor versus existing transit service, attracting more people to transit.
- The full set of recommendations improves transit reliability and attractiveness, resulting in more people moving in the corridor by transit. Similar to the Dulles Corridor, Priority Bus improvements and facilities can be implemented in the short term and lay the groundwork for an extension of rail in the corridor in the long term.
- The recommended TDM programs provide benefits to all travelers in the corridor by reducing vehicle trips, providing a range of travel options and raising awareness of transit services in the corridor; the corridor and its options are able to meet the needs of more people.
- The short-term recommendations require capital investment of \$126.8 million and an annual operating cost of \$11.8 million above the cost of existing service. The medium-term recommendations require additional investment beyond the short-term recommendations, including \$163.7 million in additional capital investment and will bring the annual operating cost to \$14.7 million.

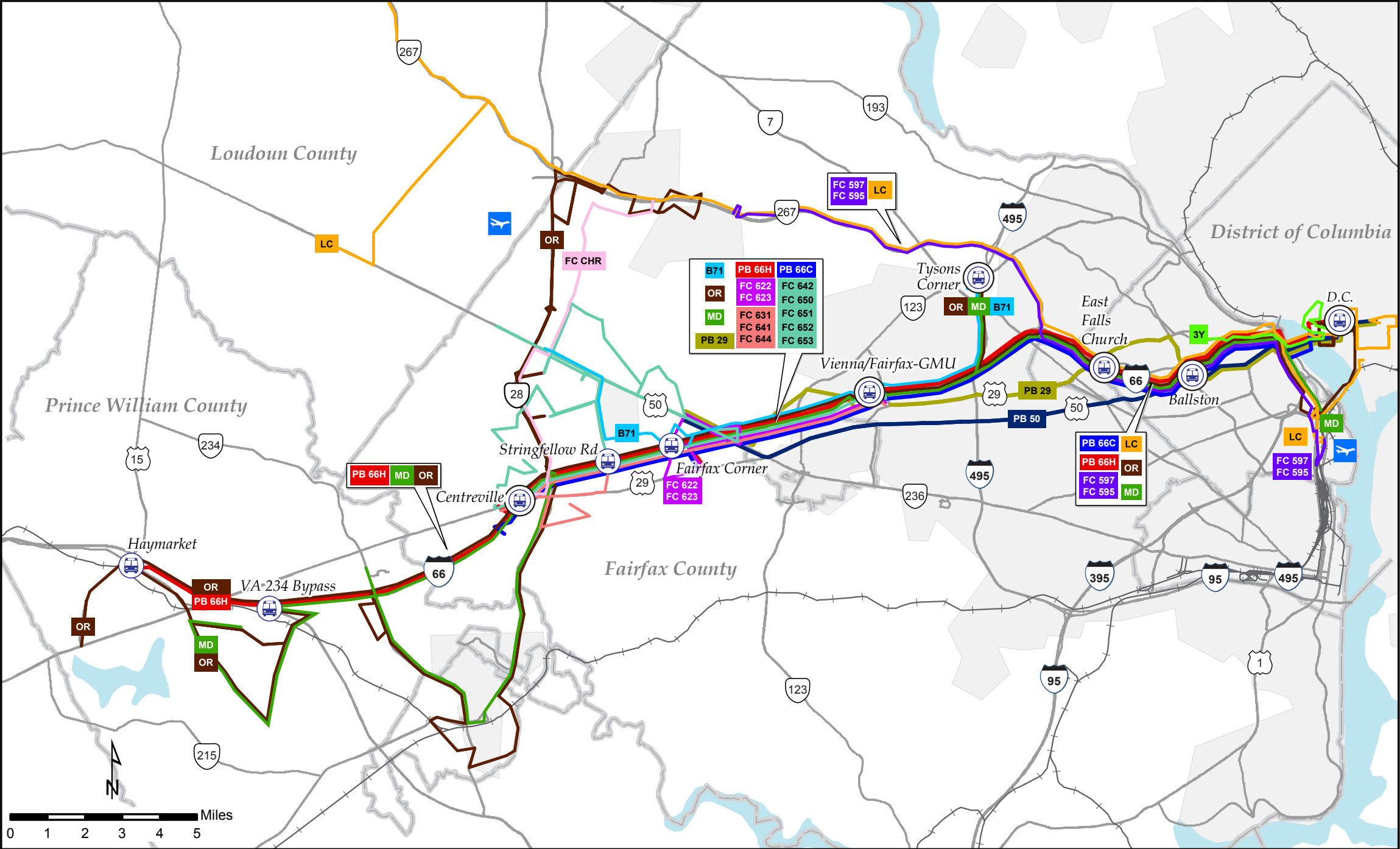


Example of a Metrobus Express Bus

<sup>1</sup>Priority Bus service includes BRT or elements of BRT that improve the quality and dependability of transit service, including frequent service, substantial stations, improved reliability, advanced technology and information systems, direct access to stations, modern vehicles and distinct branding.



# Recommended Transit Service



### Legend

Station

Transfer Station

#### Loudoun County Transit Routes

Priority Bus Routes

I-66 Corridor Priority Bus [PB 66]

U.S. 29 Corridor Priority Bus [PB 29]

U.S. 50 Corridor Priority Bus [PB 50]

#### PRTC Routes

Metro Direct [MD]

OmniRide [OR]

#### WMATA Routes

B71

3Y

#### Fairfax Connector Routes

FC 622, FC 623

FC 595, FC 597

FC 631, FC 641, FC 644

FC 642, FC 650, FC 651, FC 652, FC 653

Centreville to Herndon/Reston [FC CHR]

## Recommended Transit Service I-66 Transit/TDM Study

### Recommendations

#### Priority Bus Stations and Ramps

The study recommends direct access ramps in several locations, including a two-way ramp between the eastbound I-66 HOV lane and the Vienna Metrorail station in addition to eight Priority Bus stations at the following locations:

- Haymarket;
- VA 234 Bypass;
- Centreville;
- Stringfellow Road;
- Monument Drive/Fairfax Corner;
- East Falls Church;
- Ballston; and
- D.C. Core.

#### Runningway Improvements

The existing I-66 HOV lane is a critical element in maintaining dependable, high-quality transit services in the corridor. Signing and marking improvements are recommended for the congested portion of the lane, particularly between approximately U.S. 50 and the Beltway to create a better defined buffer of two to four feet in width with appropriate enforcement.

#### Recommended Transit Services

The recommended I-66 Priority Bus service includes many elements of BRT that will improve the quality and dependability of transit service provided in the corridor. Each of the recommended new I-66 Priority Bus services has only five stops, providing a shorter and more direct trip to the major destinations in the corridor (e.g., the D.C. Core and the Rosslyn-Ballston corridor).

#### Park and Ride Lots

The recommendations include the addition of 3,000 spaces through capacity expansions at three existing lots and the construction of four new lots in the western end of the corridor. This represents an increase of over 25 percent in park and ride capacity in the corridor. Three of the new lots will be served by the recommended I-66 Priority Bus service. Providing real-time information concerning park and ride facilities to the corridor is also recommended.

#### TDM Strategies

Fifteen TDM strategies are recommended for the I-66 corridor to reduce vehicle trips, provide a range of travel options, and raise awareness of transit services. The recommended strategies include: enhanced marketing, Vanpool Driver Incentive, Corridor-specific Start-up Carpool Incentives, Rideshare Program Operational Support, carsharing, bicycle support, program evaluation, enhanced Vanpool Insurance Pool, enhanced Telework!VA, Ongoing Financial Incentive, Van Priority Access, capital assistance for Vanpools, Flexible Vanpool Network, SmartBenefits Subsidy Public Share and Mobility Centers.